

### SAILING DIRECTIONS CORRECTIONS

**PUB 124                    8 Ed 2001                    LAST NM 32/03**

Page 124—Lines 39 to 41/R; read:

Buenos Aires Airport is on the coast immediately NW of Puerto Nuevo.

(US NM 18/24053/03) 35/03

Page 139—Lines 25 to 26/R; read:

**Monte Hermoso** (38°59'S., 61°41'W.) is 20 miles W of Recalada Light.

(US NM 17/23121/03) 35/03

**PUB 153                    9 Ed 2000                    LAST NM 32/03**

Page 25—Line 32/L; read:

island; a second light stands about 1 mile NW.

(US NM 42/21014/02) 35/03

**PUB 172                    9 Ed 2001                    LAST NM 34/03**

Page 82—Line 55/R to Page 83—Line 7/R; read:

**Depths—Limitations.**—The berthing facilities at Al Aqabah handle a variety of cargo types and stretch from the head of the gulf to the Jordan-Saudi Arabia border. From N to S, the facilities are divided into the main port, the container port, and the industrial port.

The main port offers 12 berths to vessels handling general, grain, or bulk solid commodities, as follows:

1. Berth No. 1 to Berth No. 6, located on the outer face of the General Cargo Wharf, have a total length of 1,060m. The berths have alongside depths of 10 to 13m and can accommodate vessels up to 40,000 dwt.
2. Berth No. 7 to Berth No. 9 each have a length of 150m, with alongside depths of 5.4 to 8.0m. The berths can accommodate vessels from 3,000 to 8,000 dwt.
3. Berth No. 10, the lighter quay, is 280m long, with depths of 1.5 to 3.5m alongside.
4. Phosphate Berth A, close S of the General Cargo Berth, is a dolphin-type berth, 210m long, which can accommodate vessels up to 20,000 dwt. Petroleum is also handled at this berth, but only during daylight hours.
5. Phosphate Berth B, close S of Phosphate Berth A, is 180m long, with dolphins situated about 60m off each end. Vessels up to 100,000 dwt, with a maximum draft of 14.4m, can be accommodated.

The container port consists of two floating berths, a dolphin berth, and a container facility, as follows:

1. Mo'ta Floating Berth, about 2 miles SSW of Phosphate Berth B, is 150m long. It can accommodate vessels up to 40,000 dwt, with a maximum length of 150m and a maximum draft of 15m.
2. Moshterak Berth can accommodate vessels up to 70,000 dwt, with a maximum length of 250m and a maximum draft of 11.8m.
3. The Container Terminal, located just S of Moshterak Berth, is a 540m long quay. It can accommodate

vessels up to 55,000 dwt, with a maximum length of 230m and a maximum draft of 14m.

A ro-ro berth, which is 40m long and is located on the N end of the Container Terminal, can accommodate vessels up to 25,000 dwt, with a maximum length of 180m and a maximum draft of 10m.

4. Yarmout Floating Berth, situated about 0.2 mile S of the container terminal, handles passenger, container, and ro-ro traffic. The berth has a length of 150m; vessels up to 170m long, with a maximum draft of 10m, can be accommodated if the smaller berths on the N and S end of the facility are not occupied.

The industrial port consists of an oil facility, a timber facility, and a fertilizer facility, as follows:

1. Aqaba Oil Terminal consists of a four dolphins situated at the W end of a 150m long approach arm. Vessels up to 400,000 dwt, with a maximum length of 370m and a maximum draft of 25m, can be accommodated. A vessel should arrive fully inerted.

Tankers intending to use the Aqaba Oil Terminal must inform the Port Authorities by cable or letter at least 15 days prior to arrival. Their ETA should be confirmed 5 days before arrival and every day thereafter. Tankers can only berth and unberth during daylight hours and tugs must be used.

2. The Timber Berth, 80m long, can accommodate vessels up to 8,000 dwt, with a maximum length of 120m and a maximum draft of 6.8m.

3. The Jordan Fertilizer Industry Jetty is L-shaped, with the outer portion about 285m long. Berth information is, as follows:

- a. The Outer Berth (West Berth) is 220m long. Bulk carriers up to 50,000 dwt, with a maximum length of 230m, a maximum draft of 15m, and a maximum height of 23m above the waterline can be accommodated.
- b. The Inner Berth (East Berth) can accommodate bulk carriers up to 30,000 dwt, with a maximum length of 190m, a maximum draft of 11m, and a maximum height of 23m above the waterline.

Vessels intending to berth at here should send their ETA 7 days prior to arrival, repeating it 96 hours, 72 hours, 48 hours, and 24 hours prior to arrival.

(US CH 62225; BA NP 63; Fairplay;  
Guide to Port Entry; Lloyd's Ports) 35/03

Page 83—Line 20/R; insert after:

A power station stands 1 mile S of Phosphate Berth B; two water intake structures stand offshore, about 100m WNW of the power station.

(NIMA) 35/03

**PUB 194                    9 Ed 2002                    LAST NM 33/03**

Page 30—Line 26/L; read:

Light and is marked at the N side by a lighted buoy.

(BA NP 18) 35/03

**PUB 194 (Continued)**

Page 30—Lines 1 to 10/R; read:

bank fronting the S side of Samso. Vessels leaving Route T can approach this passage from NW of Rosnaes Puller Light. They may also approach it from SSW of the light by passing between Falkse Bolsaks and Bolsaks.

A new Deep Water Route leads W and SW between the N side of Lillegrund and the detached shoal, with a depth of 5.6m, lying about 1.5 miles N. From a position located 4 miles SSW of Rosnaes Puller Light, vessels may leave Route T and proceed WSW for about 5 miles to the E entrance of the channel. The fairway is marked by buoys and has a least depth of 15.7m.

(BA NP 18)

35/03

**COAST PILOT CORRECTIONS**

**COAST PILOT 2                      32 Ed 2003                      Change No. 17  
LAST NM 33/03**

Page 1—Paragraph 2, line 4; read:

**<http://nauticalcharts.noaa.gov/>. A subscription to the Local ...**

(NOS/03)

35/03

Page 123—Paragraph 1892; insert after:

**§165.9 Geographic application of limited and controlled access areas and regulated navigation areas.**

(a) *General.* The geographic application of the limited and controlled access areas and regulated navigation areas in this part are determined based on the statutory authority under which each is created.

(b) *Safety zones and regulated navigation areas.* These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232. Safety zones established under 33 U.S.C. 1226 and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(c) *Security zones.* These zones have two sources of authority—the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232, and the Act of June 15, 1917, as amended by both the Magnuson Act of August 9, 1950 (“Magnuson Act”), 50 U.S.C. 191–195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C. 1226 or 50 U.S.C. 191 may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(d) *Naval vessel protection zones.* These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 3 nautical miles from the baseline.

(FR 7/18/03)

35/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 31  
LAST NM 32/03**

Page 387—Paragraph 73, lines 3 to 6; read:

private daybeacons and, in June 2002, was reported to have an approach depth of 4 feet. Gasoline is available. A lift can handle crafts to 23 feet for storage and ...

(CL 2150/02)

35/03

Page 387—Paragraph 74, lines 4 to 6; read:

marinas are at the W end of the bridge. Gasoline, water, ice, dry storage and marine supplies are available. A 9-ton lift is available for hull, engine, and electronic ...

(CL 1017/03; CL 1064/03)

35/03

Page 387—Paragraph 83, lines 4 to 9; read:

feet; thence in 2001, 3 feet was reported in the bayou. A highway bridge over the bayou has a 32-foot fixed span with a clearance of 7 feet. A boatyard near the head of Whitaker Bayou has water and a marine railway that can handle craft to 70 tons or 60 feet; hull, engine and electronic repairs can be made.

(CL 2067/01)

35/03

Page 387—Paragraph 85, lines 3 to 10; read:

depth of 4.5 feet in May 2003, leads to a marina. Berths with electricity, gasoline, diesel fuel, water, ice and pump-out station are available. U.S. Route 41 fixed highway bridge and a fixed pipeline bridge cross Bowlees Creek about 0.5 mile above its mouth. Each has a horizontal clearance of 27 feet and a vertical clearance of 10 feet. An overhead power cable close W of the highway bridge has a clearance of 27 feet. On the E side of the bridge, a boatyard has dry storage and a 5-ton lift available.

(CL 2067/01; CL 856/03;

CL 1017/03; NOS 11425)

35/03

Page 387—Paragraph 89, lines 5 to 6; read:

where gasoline, water, ice, dry storage, marine supplies, a 10-ton lift, and engine repairs are available.

(CL 855/03)

35/03

Page 388—Paragraph 91, lines 6 to 15; read:

A marina is at the W end and just S of the bridge. Berths with electricity, gasoline, diesel fuel, pump-out station, wet and dry storage, water, ice, marine supplies and a 7-ton fork-lift are available. Hull, engine and electronic repairs can be made. **Cortez Coast Guard Station** is near the E end of the bridge. There are several fish wharves at the E end of the bridge at which party fishing boats moor. Numerous small-craft facilities are at Cortez. (See the small-craft facilities tabulation on chart 11425 for services and supplies available.)

(CL 1076/03; NOS 11425)

35/03

Page 388—Paragraph 92, line 9; read:

fixed spans with clearance of 10 feet. A marina on Perico Island, close N of the highway bridge over Anna Maria Sound, has berths, gasoline, water, ice, dry storage, marine

**COAST PILOT 5 (Continued)**

supplies and a 6-ton forklift. Hull, engine, and electronic repairs can be made.  
(CL 1074/03) 35/03

Page 388—Paragraphs 93 to 94; read:

**Anna Maria** is a small village at the N end of Anna Maria Island. Several marinas and boatyards are on Anna Maria Island N of the State Route 64 highway bridge. (See the small-craft facilities tabulation on chart 11425 for services and supplies available.)  
(CL 1074/03; CL 1095/03) 35/03

Page 452—Paragraph 11, line 1; read:

**Seattle:** Director, Marine Operations Center (Pacific), National Ocean ...  
(CL 1200/03) 35/03

**COAST PILOT 5            30 Ed 2003            Change No. 32**

Page 216—Paragraph 235, lines 4 to 6; read:  
mainland. The bridge has a clearance of 6 feet. In February 2002, 6 feet was reported in the approach to the marina. Local knowledge is recommended.  
(CL 902/02) 35/03

Page 216—Paragraph 238, lines 3 to 7; read:  
it, leads to a basin 500 feet long and 200 feet wide. A marina in the basin has gasoline, diesel fuel, electricity, water, ice, marine supplies, wet and dry storage, and pump-out station; hull, engine, and electronic repairs are available. In November 2002, 5 feet was reported in the approach and alongside the marina.  
(CL 2259/02) 35/03

Page 217—Paragraph 252, lines 2 to 4; read:  
with gasoline, diesel fuel, berthing with electricity, ice, water and a pump-out station. In 2002, the reported approach and alongside depths were 8 feet.  
(CL 2271/02) 35/03

Page 217—Paragraph 256; read:

A privately marked channel leads to a marina in Cape Coral Yacht Basin just W of Redfish Point. In November 2002, the reported approach and alongside depths to the marina were 5 feet. Berths with electricity, gasoline, diesel fuel, water, ice, launching ramps, and a pump-out station are available; hull and engine repairs can be made. VHF-FM channel 16 is monitored; telephone, 239-574-0809.  
(CL 2175/02) 35/03

Page 217—Paragraph 260; read:

A privately marked channel leads to a marina about 0.5 mile NE of Deep Lagoon. The marina has gasoline, diesel fuel, water, ice, marine supplies, a pump-out station and launching ramp; minor engine repairs can be made. In 2001, the reported approach and alongside depths were 5 feet.  
(CL 932/01) 35/03

Page 217—Paragraph 263, lines 3 to 6; read:

Bridge. A marina in the basin has berths with electricity, a pump-out station, and wet storage. In November 2002, the reported approach depth to the marina was 5 feet.  
(CL 2231/02) 35/03

Page 279—Paragraph 268, lines 3 to 5; read:

water, ice, a launching ramp, open and dry storage, pump-out station, marine supplies and complete engine and hull repairs. A 110-foot marine railway and a 70-ton fixed lift are also available.  
(CL 2266/02) 35/03

Page 283—Paragraph 326, lines 5 to 11; read:

the entrance. In December 2002, a reported depth of 3 feet could be carried to the marina. An obstruction covered about 3 feet was reported in about 30°18'46"N., 89°17'37"W.; caution is advised. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, a launching ramp, dry storage and marine supplies are available at the marina. Engine repairs can be made. Above the marina ...  
(CL 2269/02) 35/03

Page 283—Paragraph 335, lines 4 to 6; read:

A boatyard on the S side of the Jourdan River, between Joes Bayou and Watts Bayou, has a 50-ton lift for boat storage or hull, engine and electronic repairs.  
(CL 2273/02) 35/03

Page 283—Paragraph 336, lines 2 to 7; read:

November 2002, the unmarked channel leading to the marina about a mile above the mouth had a reported controlling depth of about 5 feet. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, a launching ramp, and marine supplies are available. Craft to 30 feet can be hauled out on a trailer for hull, engine and electronic repairs or covered storage.  
(CL 2266/02) 35/03

Page 385—Paragraph 26, lines 3 to 5; read:

Island. In 1986, 6 feet was reported available in the channel. The marina has berths with electricity, gasoline, diesel fuel, water, ice, a pump-out station, and marine supplies.  
(DB 1176; NOS 11427) 35/03

**COAST PILOT 5            30 Ed 2003            Change No. 33**

Page 58—Paragraph 559, lines 6 to 7; read:

Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).  
(FR 7/1/03) 35/03

Page 59 to Page 60; strike out.

(FR 7/1/03) 35/03

Page 91—Paragraph 1774, line 4; read:  
be recommended.

*Navigable waters* means all navigable waters of the United

**COAST PILOT 5 (Continued)**

States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.

(FR 7/1/03)

35/03

Page 91—Paragraphs 1776 to 1780; read:

*Vessel Movement Center (VMC)* means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

*Vessel Movement Reporting System (VMRS)* means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

*Vessel Movement Reporting System (VMRS) User* means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.

(FR 7/1/03)

35/03

Page 92—Paragraph 1819, line 1; read:

(b) If, in a specific circumstance, a VTS User is unable to

...

(FR 7/1/03)

35/03

Page 92—Paragraph 1820 to Paragraph 1822, line 1; read:

(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicated in the English language.

**Note to §161.12(c):** As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(d) As soon as practicably a VTS User shall notify the VTS ...

(FR 7/1/03)

35/03

Page 95—Paragraph 1840, lines 2 to 5; read:

system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.

(FR 7/1/03)

35/03

Page 95—Paragraph 1841, line 4 to Paragraph 1843; read: the VMRS. These reports are consolidated into three reports (sailing plan, position, and final).

**§161.16 Applicability.**

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:

(FR 7/1/03)

35/03

Page 95—Paragraph 1847 to Paragraph 1850, line 1; read:

**§161.17 Definitions.**

As used in the subpart:

*Center* means a Vessel Traffic Center or Vessel Movement Center.

*Published* means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

**§161.18 Reporting requirements.**

(a) A Center may: (1) Direct a vessel to provide any of the ...

(FR 7/1/03)

35/03

Page 95—Paragraph 1853, lines 2 to 4; read:

as is practicable on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

(FR 7/1/03)

35/03

Page 95—Paragraph 1854, lines 3 to 4; read:

chapter on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In ...

(FR 7/1/03)

35/03

Page 95—Paragraph 1855, line 6 to Paragraph 1856, line 1; read:

designated VTS frequency.

(d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

(e) When reports required by this part include time information, ...

(FR 7/1/03)

35/03

Page 95—Paragraphs 1867 to 1875; read:

(a) Upon point of entry into a VMRS area;

(b) At designated points as set forth in Subpart C; or

(c) When directed by the Center.

**§161.21 Automated reporting.**

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

**COAST PILOT 5 (Continued)**

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

(1) Notify the Center;

(2) Make voice radio Position Reports at designated reporting points as required by § 161.20(b) of this part; and

(3) Make any other reports as directed by the Center.  
(FR 7/1/03) 35/03

**COAST PILOT 5****30 Ed 2003****Change No. 34**

Page 93 to Page 94; read:

<b>TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas</b>		
<b>Center MMSI<sup>1</sup> Call Sign</b>	<b>Designated frequency (Channel designation)—purpose<sup>2</sup></b>	<b>Monitoring area<sup>3, 4</sup></b>
Berwick Bay—003669950 <i>Berwick Traffic</i>	156.550 MHz (Ch. 11)	The waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
Houston-Galveston— 003669954		The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.
<i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
Los Angeles/Long Beach: MMSI/To be determined <i>San Pedro Traffic</i>	156.700 MHz (Ch. 14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3'N., 118°17.6'W.)
Louisville: Not applicable <i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River <sup>5</sup> — 0036699952		
<i>New Orleans Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower Mississippi River below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	<i>New Orleans Sector.</i> The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29°56.4'N., 90°08.36'W. and on the south by a line drawn perpendicularly at 29°56.24'N., 89°59.86'W. (88 and 106 miles AHP).

## COAST PILOT 5 (Continued)

New York —003669951 <i>New York Traffic</i>	156.550 MHz (Ch.11)—For Sailing Plans only 156.600 MHz (Ch. 12)—For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N., longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
<i>New York Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40'N. (Brooklyn Bridge) and 40°43.70'N. (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95'N. (Lehigh Valley Draw Bridge).
<i>New York Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
Port Arthur <sup>5</sup> —003669955 <i>Sabine Traffic</i>	To be determined	The navigable waters south of 30°10'N., east of 94°20'W., west of 93°22'W. and, north of 29°10'N.
Prince William Sound— 003669958 <i>Valdez Traffic</i>	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and, all navigable waters in Port Valdez.
Puget Sound <sup>6</sup> <i>Seattle Traffic</i> —003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.

## COAST PILOT 5 (Continued)

<i>Seattle Traffic</i> —003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Tofino Traffic</i> —003160012	156.725 MHz (Ch. 74)	The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W.
<i>Victoria Traffic</i> —003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
San Francisco—003669956 <i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0'W. and north of 37°40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) west of 122°42.0'W. and south of 37°40.0'N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River—003669953 <i>Soo Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

## COAST PILOT 5 (Continued)

**Notes:**

<sup>1</sup>Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.

<sup>2</sup>In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

<sup>3</sup>All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

<sup>4</sup>Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

<sup>5</sup>Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.

<sup>6</sup>A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

(FR 7/1/03)

35/03

**COAST PILOT 5      30 Ed 2003      Change No. 35**

Page 95—Paragraph 1886, line 2; read:

than 15 minutes before navigating within the VMRS area;  
and ...

(FR 7/1/03)

35/03

Page 95—Paragraphs 1888 to 1889; strike out.

(FR 7/1/03)

35/03

Page 97—Paragraph 1890 to Paragraph 1898, line 1; read:

**Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points****Note:** All geographic coordinates contained in part 161 ...

(FR 7/1/03)

35/03

Page 102—Paragraph 1984, line 3; read:

tons (except as provided in paragraphs (c) and (d) of this section, or for ...

(FR 7/1/03)

35/03

Page 102—Paragraph 1990, lines 1 to 2; read:

(c) Provisions of §§164.11(a)(2) and (c), 164.30, 164.33, and 164.46 do not apply to warships or other vessels owned, leased, ...

(FR 7/1/03)

35/03

Page 102—Paragraph 1990, line 6; read:

applicable agency regulations regarding navigation safety.

(d) Provisions of §164.46 apply to some self-propelled vessels of less 1600 gross tonnage.

(FR 7/1/03)

35/03

Page 102—Paragraph 1992, line 1; read:

(a) Except as provided in §164.46(a)(2) of this part (including §§164.38 and 164.39) does not ...

(FR 7/1/03)

35/03

Page 102—Paragraph 2005, line 2; read:

Standard Terminations, Revised, June 1980 .....164.74

**International Electrotechnical Commission (IEC)**

3, rue de Varemb, Geneva, Switzerland.

IEC 61993-2, Maritime navigation and radiocommunication equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the universal automatic identification system (AIS)—Operational and performance requirements, methods of test and required test results First edition, 2001-12 .....164.46

(FR 7/1/03)

35/03

Page 102—Paragraph 2006, line 4; read:

Automatic Pilots, adopted November 12, 1975 .....164.13

Resolution MSC.74(69), Annex 3, Recommendation on Performance Standards for a Universal Shipborne Automatic Identification System (AIS), adopted May 12, 1998....164.46

SN/Circ.277, Guidelines for the Installation of a Shipborne Automatic Identification System (AIS), dated January 6, 2003 .....164.46

SOLAS, International Convention for Safety of Life at Sea, 1974, and 1988 Protocol relating thereto, 2000 Amendments, effective January and July 2002, (SOLAS 2000 Amendments) .....164.46

Conference resolution 1, Adoption of amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974, and amendments to Chapter V of SOLAS 1974, adopted December 12, 2002 .....164.46

(FR 7/1/03)

35/03



**COAST PILOT 5 (Continued)**

Page 103—Paragraph 2009, line 4; read:

Identification, 1992 .....164.43  
 ITU-R Recommendation M.1371-1, Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band, 1998-2001 .....164.46  
 (FR 7/1/03) 35/03

Page 107—Paragraph 2194, line 2 to Paragraph 2195; read:

**§164.43 Automatic Identification System Shipborne Equipment –Prince William Sound.**

(a) Until July 1, 2004, each vessel required to provide automated position reports to a Vessel Traffic Service (VTS) under §165.1704 of this subchapter must do so by installed ...  
 (FR 7/1/03) 35/03

Page 107—Paragraph 2213; read:

procedures are set forth in Part 161 of this chapter.

**§164.46 Automatic Identification System (AIS).**

(a) The following vessels must have an installed, operational AIS that complies with the IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2, and that is installed using IMO SN/Circ.277 (Incorporated by reference, see §164.03) as of the date specified. “Length” refers to “registered length” as defined in 46 CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length engaged in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following vessels subject to the International Convention for Safety at Life at Sea, 1974, (SOLAS) as amended, that are on an international voyage must also comply with SOLAS, chapter V, as amended by SOLAS 2000 Amendments and Conference resolution 1 (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(b) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, transiting an area listed in table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one or more passengers for hire; and

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 includes accurate input and upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03) 35/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 36**

Page 213—Paragraph 181, line 1; read:

**Indiana Key Pass Light** (25°47'59"N., 81°28'04"W.), 16

...  
 (19/03 CG7; LL/03) 35/03

Page 214—Paragraph 194, line 7; read:

81°37'56"W.), 22 feet above the water and shown from a pile

...  
 (11/03 CG7; LL/03) 35/03

Page 215—Paragraph 217, lines 4 to 7; read:

by two stone jetties. In 2002, shoaling was reported in the privately marked entrance to Daybeacon 3, thence 6 feet between the jetties; thence in 2000, 2.0 feet was reported to

...  
 (10/03 CG7; NOS 11430) 35/03

Page 216—Paragraph 226, line 1; read:

**Sanibel Island Light** (26°27'11"N., 82°00'51"W.), 98 ...

(11/03 CG7; LL/03) 35/03

Page 216—Paragraph 227, line 2; read:

feet above the water, shown from a dolphin, is 3.6 ...

(11/03 CG7; LL/03) 35/03

## COAST PILOT 5 (Continued)

Page 219—Paragraph 292, line 3; read:

**Gasparilla Island Light** (26°44'31"N., ...  
(11/03 CG7; LL/03) 35/03

Page 219—Paragraph 293, lines 6 to 7; read:

are prominent. **Port Boca Grande Light** (26°43'02"N.,  
82°15'39"W.) 41 feet above the water, is shown from a white  
...  
(11/03 CG7; LL/03) 35/03

Page 220—Paragraph 302, lines 11 to 12; read:

Charlotte Harbor Entrance Lighted Bell Buoy 2 (26°39'51"N.,  
82°19'34"W.). In 1996, due to shoaling channel conditions  
all ...  
(11/03 CG7; LL/03) 35/03

Page 220—Paragraph 310, line 4; read:

82°06'38"W.). Large and small craft are handled at the  
marina.  
(11/03 CG7; LL/03) 35/03

Page 241—Paragraph 278, line 11; read:

**Clearwater Pass Channel Light 1** (27°58'16"N., 82°  
50'51"W.) mark the entrance from ...  
(11/03 CG7; LL/03) 35/03

Page 242—Paragraph 299, line 6; read:

**St. Martins Outer Shoal Light 10** (28°25'50"N., 82°  
55'05"W.) 16 feet ...  
(11/03 CG7; LL/03) 35/03

Page 243—Paragraph 315, line 4; read:

**Homosassa Bay Entrance Light 2** (28°41'26"N., 82°  
48'39"W.), ...  
(11/03 CG7; LL/03) 35/03

Page 246—Paragraph 358, lines 6 to 7; read:

highway. **Horseshoe Beach Approach Light 2** (29°  
23'17"N., 83°20'23"W.), 16 feet above the water and shown  
from a dolphin ...  
(11/03 CG7; LL/03) 35/03

Page 420—Paragraph 389, lines 4 to 7; read:

prominent. A sunken rock lies about 0.5 mile inside the  
entrance ...  
(17/03 CG7; LL/03) 35/03

## COAST PILOT 5 30 Ed 2003 Change No. 37

Page 250—Paragraph 68; read:

**Small-craft facilities.**—Several facilities are at Carrabelle.  
Berths, electricity, gasoline, diesel fuel, water, ice, pump-out  
station, launching ramp, wet storage, marine supplies and a  
5-ton lift are available. Engine repairs can be made.  
(CL 1820/01; CL 589/03) 35/03

Page 253—Paragraph 141, lines 5 to 10; read:

entrance to the creek was closed to navigation. In 2003, the  
reported depth inside the creek was 4 feet. U.S. Route 98  
highway bridge, on the E branch of the creek about 0.3 mile  
above the entrance, has a fixed span with a reported clear-  
ance of 13 feet. Several marinas are on the E branch. Berths  
with electricity, gasoline, diesel fuel, water, ice, pump-out  
station, launching ramps, wet storage, and marine supplies  
are ...  
(CL 1840/01; CL 1009/03; NOS 11393) 35/03

Page 258—Paragraph 216, line 8; read:

electricity, ice, a launching ramp, pump-out station, wet and  
dry storage and marine supplies are available. Hull and  
engine repairs can be made.  
(CL 1016/03) 35/03

Page 258—Paragraph 217, lines 5 to 8; read:

86°29'04"W. **Niceville**, at the head of the bayou, has a hospi-  
tal, an oil terminal with a wharf, and a marina. There are  
many private piers. Gasoline, electricity, water, ice, wet and  
dry storage, and a 7-tonlift are available at the marina. Hull,  
engine and electronic repairs can be made.  
(DB 1419; DB 1346) 35/03

Page 258—Paragraph 229, lines 6 to 7; read:

diesel fuel, berths, electricity, water, ice, pump-out station,  
launching ramp, wet and dry storage, and marine supplies  
are available. A mobile hoist can handle craft to 50 tons hull,  
engine ...  
(CL 594/03; CL 948/03; CL 1062/03) 35/03

Page 275—Paragraph 196, lines 8 to 14; read:

90 highway bridge 0.2 mile above the railroad bridge has a  
fixed span with a reported clearance of 80 feet.  
(26/03 CG8) 35/03

Page 297—Paragraph 117, lines 2 to 5; read:

The Jump with the Gulf. In January-February 2003, the con-  
trolling depth was 3 feet (6 feet at midchannel) from the Gulf  
to Light 18; thence in January-April 2003, 9 feet to the junc-  
tion with Grand Pass; thence in April 2003, 20 feet to the  
Mississippi River. The entrance from the Gulf is ...  
(DD 3912; DD 3914; DDs 4127-30; LL/03) 35/03

Page 331—Paragraph 301, lines 5 to 7; read:

Intracoastal City. In March-May 2003, the controlling depth  
in the entrance channel was 10 feet, thence 5 feet in the canal  
to Light 14; thence in March 2003, 6 feet to Schooner Bayou  
Canal, thence 10 feet ...  
(DDs 4100-12; DDs 4115-17;  
DDs 4208-10; LL/03) 35/03

Page 373—Paragraph 140, lines 2 to 3; read:

boats and trawlers. Berths with electricity, water, ice and wet  
storage are available. A marina about 1.0 mile N of the har-  
bor has berths, electricity, water, ice, a launching ramp and

**COAST PILOT 5 (Continued)**

wet storage available.

(CL 300/03)

35/03

Page 373—Paragraph 141, lines 11 to 13; read:

ramps. Gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage, and marine supplies are available. A 5-ton lift is available and engine and electronic repairs can be made. Depths of about 6 feet were reported alongside in June 2002.

(CL 300/03)

35/03

Page 373—Paragraph 144, line 3; read:

Commission is at the N end of the basin. Water, ice, wet storage, ...

(CL 300/03)

35/03

Page 405—Paragraph 431, line 2; read:

facilities, and marine supplies

(CL 300/03)

35/03

Page 405—Paragraph 434, lines 4 to 6; read:

channel in December 2002. Gasoline, berths, electricity, water, ice, launching ramp, dry storage and marine supplies are available at the basin.

(CL 119/03)

35/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 38**

Page 112—Paragraph 2371; insert after:

**§165.9 Geographic application of limited and controlled access areas and regulated navigation areas.**

(a) *General.* The geographic application of the limited and controlled access areas and regulated navigation areas in this part are determined based on the statutory authority under which each is created.

(b) *Safety zones and regulated navigation areas.* These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221-1232. Safety zones established under 33 U.S.C. 1226

and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(c) *Security zones.* These zones have two sources of authority--the Ports and Waterways Safety Act, 33 U.S.C. 1221-1232, and the Act of June 15, 1917, as amended by both the Magnuson Act of August 9, 1950 ("Magnuson Act"), 50 U.S.C. 191-195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C. 1226 or 50 U.S.C. 191 may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(d) *Naval vessel protection zones.* These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 3 nautical miles from the

baseline.

(FR 7/18/03)

35/03

Page 221—Paragraph 335, lines 5 to 6; read:

the channel approach. In October 2002, the reported controlling depth was 4.4 feet in the approach channel to Daybeacon 5; thence in ...

(DD 4093; LL/03)

35/03

Page 317—Paragraph 54, lines 10 to 11; read:

repairs. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage, marine supplies, launching ramps, and a 5-ton hoist are available at marinas near the bridge. Hull, engine, and electronic repairs can be made.

(CL 2177/02)

35/03

Page 338—Paragraph 460, lines 1 to 8; read:

**Small-craft facilities.**—Berthage, electricity, gasoline, diesel fuel, water, ice, wet storage, marine supplies, a 30-ton hoist for hull, engine and electronic repairs, and reported depths to 8 feet are available in facilities across the river from the Port of Lake Charles, NE of Berths 1, 2, and 3. A facility on the N side of the lake provides berthage, water, and ice. Facilities on Contraband Bayou provide berthage, electricity, gasoline, diesel fuel, water, ice, pump-out station, launching ramp, dry storage, marine supplies, and a 30-ton hoist for vessels to 80 feet for hull, engine and electronic repairs. Good ...

(CL 1112/03; CL 1010/03)

35/03

Page 378—Paragraph 267, lines 3 to 7; read:

accommodate boats up to 50 feet. Berths, electricity, water, ice, launching ramp, and wet storage are available. The unmarked channel leading to the facility had a reported controlling depth of about 6 feet in 2002.

(CL 2264/02)

35/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 39**

Page 205—Paragraph 21, line 1; read:

**Sand Key Light** (24°27'14"N., 81°52'39"W.), 109 feet ...

(07/03 CG7; LL/03)

35/03

Page 207—Paragraph 51, lines 9 to 11; read:

(24°27'41"N., 81°48'02"W.) or 1.45 mile NNW of Key West Northwest Channel Jetty Light A (24°38'24"N., 81°53'36"W.).

(15/03 CG7; LL/03)

35/03

Page 246—Paragraph 362, line 3; read:

(29°39'24"N., 83°27'24"W.), 30 feet above the water and shown ...

(LL/03)

35/03

Page 273—Paragraph 162, lines 7 to 8; read:

below the bridge. In February 2003, the controlling depth in the channel was 6.5 feet (7.4 feet at midchannel) to the high-

**COAST PILOT 5 (Continued)**

way bridge; ...  
(CL 1265/03) 35/03

Page 284—Paragraph 352, line 1; read:  
A light (29°37'00"N., 89°29'06"W.) off Mozambique Point  
...  
(LL/03) 35/03

Page 339—Paragraph 475, line 4; read:  
Channel Lighted Whistle Buoy SB (29°25'00"N., 93°  
40'00"W.) ...  
(LL/03) 35/03

Page 370—Paragraph 78, line 6; read:  
Whistle Buoy MB (28°23'00"N., 96°17'00"W.) from the  
MENA, a ...  
(LL/03) 35/03

Page 388—Paragraph 95, line 4; read:  
**Maria Sound Light 1** (27°32'03"N., 82°42'48"W.), 16 feet  
...  
(11/03 CG7; LL/03) 35/03

Page 403—Paragraph 397, lines 2 to 11; read:  
crosses the waterway at **Mile 395.6 W.** State Route 1495  
highway bridge crosses at **Mile 397.6W** and has a fixed span  
with a clearance of 73 feet.  
(CL 1148/03) 35/03

Page 436—Paragraph 37, line 3; read:  
**Light** (18°20'24"N., 65°05'00"W.), 300 feet above the water,  
is ...  
(LL/03) 35/03

Page 444—Paragraph 219, lines 3 to 4; read:  
from a motorboat just outside the sea buoy (Lighted Buoy 1,  
17°45'48"N., 64°41'48"W.). Strangers are advised to take a  
pilot and should not ...  
(LL/03) 35/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 40**

Page 190—Paragraph 31, lines 1 to 2/L; read:  
Lake Charles Vessel Traffic Service is voluntary and  
Houston-Galveston and Berwick Bay Vessel Traffic Services  
are ...  
(CL 1297/03) 35/03

Page 349—Paragraph 175, lines 9 to 10/L; read:  
the Houston Ship Channel has been dredged. N of Red Fish  
Bar ...  
(CL 1297/03) 35/03

Page 349—Paragraph 193, lines 6 to 8/L; read:  
Houston, TX 77029. Website: www.uscg.mil/VTSHouston  
(CL 1297/03) 35/03

Page 353—Paragraph 252; insert after:

**Security Zones.**—The Captain of the Port (COTP) Hous-  
ton-Galveston has established a Security Zone in Texas City  
including the Port of Texas City Channel, Turning Basin, and  
Industrial Canal. (See **165.30 through 165.33 and 165.814**,  
chapter 2, for limits and regulations.) Unauthorized vessels/  
persons are excluded from these without express permission  
of the COTP.

(CL 1297/03; FR 5/5/03) 35/03

Page 356—Paragraph 296; insert after:

**Security Zones.**—The Captain of the Port (COTP) Hous-  
ton-Galveston has established a Security Zone at Morgans  
Point including Barbours Cut Ship Channel and Turning  
Basin. (See **165.30 through 165.33 and 165.814**, chapter 2,  
for limits and regulations.) Unauthorized vessels/persons are  
excluded from these areas without express permission of the  
COTP.

(CL 1297/03; FR 5/5/03) 35/03

Page 356—Paragraph 306; insert after:

**Security Zones.**—The Captain of the Port (COTP) Hous-  
ton-Galveston has established a Security Zone in Bayport  
including Port of Bayport Ship Channel and Turning Basin.  
(See **165.30 through 165.33 and 165.814**, chapter 2, for  
limits and regulations.) Unauthorized vessels/persons are  
excluded from these areas without express permission of the  
COTP.

(CL 1297/03; FR 5/5/03) 35/03

Page 361—Paragraph 391; insert after:

**Security Zones.**—The Captain of the Port (COTP) Hous-  
ton-Galveston has established a Security Zone in Houston  
including Houston Ship Channel and all associated turning  
basins. (See **165.30 through 165.33 and 165.814**, chapter 2,  
for limits and regulations.) Unauthorized vessels/persons are  
excluded from the areas without express permission of the  
COTP.

(CL 1297/03; FR 5/5/03) 35/03

Page 367—Paragraph 25; insert after:

**Security Zones.**—The Captain of the Port (COTP) Hous-  
ton-Galveston has established a Security Zone in Freeport  
including Brazos Harbor and its junction with Old Brazos  
River Cut; thence the Dow Barge Canal and its junction with  
the Intracoastal Waterway. (See **165.30 through 165.33 and**  
**165.814**, chapter 2, for limits and regulations.) Unauthorized  
vessels/persons are excluded from these areas without  
express permission of the COTP.

(CL 1297/03; FR 5/5/03) 35/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 41**

Page 1—Paragraph 2, lines 3 to 4; read:  
**contacting the NOS internet website address, <http://nauticalcharts.noaa.gov/>. A subscription to the Local Notice**  
**to Mariners ...**  
(NOS/03) 35/03

## COAST PILOT 5 (Continued)

Page 214—Paragraph 197, line 4; read:

**Capri Pass Approach Light** (25°58'35"N., 81°44'05"W.),  
90 ...

(29/03 CG7; LL/03)

35/03

Page 231—Paragraph 80, lines 4 to 5; read:

INSPIRATION. The Tampa Bay Vessel Traffic Advisory System (VTAS-Call Sign WHX 362), monitors VHF-FM channel 12. Mariners are advised to check with the Tampa Bay VTAS for cruise ship arrivals and departures; one way traffic is enforced regularly.

(CL 1300/03)

35/03

Page 317—Paragraph 41, lines 7 to 9; read:

Waterway. In February-April 2003, the controlling depths were 15 feet across the bar, thence 3 feet to Light 19, thence 5 feet to Light 39, thence 7 feet to the entrance of Bayou Rigolettes, thence 6 feet to ...

(DDs 3864-67, DDs 3930-32,

DDs 4131-35; LL/03)

35/03

Page 332—Paragraph 324, lines 1 to 5; read:

In March 2003, the controlling depths were 7 feet from sea through the jettied entrance channel, thence 7 feet through the marked channel in Lower Mud Lake, thence 8 feet to the State Route 82 highway bridge, thence 4 feet to the control ...

(DDs 4136-51)

35/03

Page 374—Paragraph 156, lines 4 to 6; read:

Corpus Christi Oil Dock No. 10, including La Quinta Channel. (See **165.1 through 165.8, 165.20, 165.23, and 165.808**, chapter 2, for limits and regulations.)

**Security Zones.**—The Captain of the Port (COTP) Houston-Galveston has established a Security Zone in Port of Corpus Christi Inner Harbor from the Inner Harbor Bridge (US Highway 181) to, and including Viola Turning Basin. (See **165.30 through 165.33, and 165.809**, chapter 2, for limits and regulations.) Unauthorized vessels/persons are excluded from these areas without express permission of the COTP.

(CL 1314/03; FR 10/17/02)

35/03

Page 375—Paragraph 191, lines 6 to 7; read:

office on the third floor at 1305 North Shoreline Boulevard. A safe navigable speed not to exceed 5 knots shall be maintained within the harbor.

(CL 1314/03)

35/03

Page 395—Paragraph 245, line 2; read:

Mississippi River and passes under the ...

(CL 400/94; NOS 11368)

35/03

COAST PILOT 5

30 Ed 2003

Change No. 42

Page 334—Paragraph 365, line 3 to Paragraph 368, line 1; read:

are placed on this waterway by the local U.S. Coast Guard

Captain of the Port. Copies of the local LNG/LPG Operations Plan may be obtained from the U.S. Coast Guard, Marine Safety Office Port Arthur, Texas (Captain of the Port) or from its Marine Safety Unit Lake Charles.

**Areas of Particular Concern.**—Three areas in the Calcasieu River are considered to be particularly troublesome. These areas are listed in order of ascension when proceeding from sea.

(1) **Entrance to Calcasieu Jetties** (29°44.7'N., 93°20.5'W.). This area has been the site of many collisions and near misses due to strong cross-currents that may run across the entrance. Vessels should avoid meeting situations, particularly with ships or tows, within one-quarter mile North or South of Lights 41 and 42 at the entrance to the jetties.

(2) **Monkey Island** (29°47.0'N., 93°20.8'W.). This area is used extensively by the fishing and offshore exploration industries. Numerous fishing and offshore exploration boats are homeported in this area. Vessels transiting this area may require speed reduction to reduce wake.

(3) **Intracoastal Waterway** (30°05.5'N., 93°19.5'W.).

(DD 4346; LL/03)

35/03

Page 334—Paragraph 374, lines 8 to 9; read:

complete passage. Deep-draft vessels normally anchor 2 to 3 miles SE of the Pilot Boarding Station No. 4, being cognizant to avoid charted pipelines.

(DD 4346)

35/03

Page 334—Paragraph 375, line 4; read:

mariners should exercise caution and be on the alert. Numerous collisions have occurred at the entrance to the jetties due to this set across the channel. Meeting or overtaking situations near the entrance should be avoided. A mud slush lying ...

(DD 4346)

35/03

Page 335—Paragraphs 382 to 389; read:

Vessels are taken to and from Lake Charles day or night. The Lake Charles Pilots have two boats; CALCASIEU PILOT and LAKE CHARLES PILOT, each are blue with gray trim and the word PILOT on the cabin. The boats fly the International Code flag "H" by day and show the standard pilot lights (white over red) at night.

Vessels to be boarded must provide a safe lee and have a pilot ladder rigged amidships, 6 feet (2 meters) above the water. Vessels whose freeboard exceeds 29 feet (9 meters) must rig a combination ladder with the bottom of the accommodation ladder no less than 23 feet (7 meters) above the water, and the pilot ladder at 6 feet (2 meters) above the water.

(DD 4346)

35/03

Page 400—Paragraph 349, lines 3 to 5; read:

**Information Service (VTIS).** See **Vessel Traffic Information Service, Lake Charles (indexed as such) chapter 9.**

(DD 4346)

35/03